



Douglas Municipal Airport (DGL) Public Workshop Meeting #2

4/26/2017 from 5-7pm

Attendees for the Advisory Committee Meeting included:

Consulting Teams:

- Kimley-Horn – Pam Keidel-Adams
- Kimley-Horn – Colin Wheeler
- Kimley-Horn – Thomas Gibson
- Genesis – Rick Crosman

Public Attendees:

- Dave Raber
 - Lisa Marra
 - Alex Teran
 - Mindy Hall
 - Micah Cruber
 - Brad Albertson
 - Ann Beegley
 - Lynn Kartchner
 - Tom Hanigan
 - Cynthia Johnson
-
- Dr. Gomez asked if the runway cost estimate includes all pavement on airport including the apron and taxiways
 - Answer- No, just the runway, but KH will add cost estimates for the remaining pavements
 - A rotary member asked how DGL can be eligible to be part of the NPIAS
 - Answer- It is almost impossible because the FAA is trying to decrease the number of airports in the NPIAS.
 - A rotary member asked how the Airport can make repairs to the infrastructure if there is no money
 - Answer- The local community has to raise money to pay for the repairs until the airport can receive grant funding from ADOT
 - A public attendee asked if the local airports can band together to generate more funding for DGL
 - Answer- It is possible, however highly unlikely because of the competitive nature within the region. The local airport want to keep their money to fund their airports and keep their tenants and employees in business
 - Dr. Gomez would like to add apron rehabilitation to the facility requirements chapter
 - A public attendee would like to see a new terminal building constructed on Airport property
 - A public attendee thinks porta-potties need to be available at the Airport at a minimum

DOUGLAS MUNICIPAL AIRPORT MASTER PLAN



- Ann Beegley asked is installation of a terminal building in the paves area south of the T-hangars would work since utilities are located in that region
 - Answer- No, because that area is a central region within the airport with no access for parking. The terminal building should be near a parking lot on the periphery of airport property
- A public attendee asked what the existing state of the building on the west side is. They would like to the building (old office with the bad roof) repaired to ultimately be a pilot's lounge with amenities
- A public attendee asked if Lifeline was consulted when KH determined the location of the recommended helipad
 - Answer- Yes, the recommended location is where Lifeline wants the helipad
- A public attendee asked if the fuel farm has always been in the same location
 - Answer- Yes
- A public attendee asked if the tower off the runway end needs removed or relocated to increase safety during arrival/departure
 - Answer- No, the tower is located outside of the RPZ. At most, the tower would need a light



DOUGLAS

Municipal Airport

MASTER PLAN

Public Workshop #2
April 27, 2017



Kimley»Horn

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Airport Strategic Business Plan Future Airport Business Development Areas

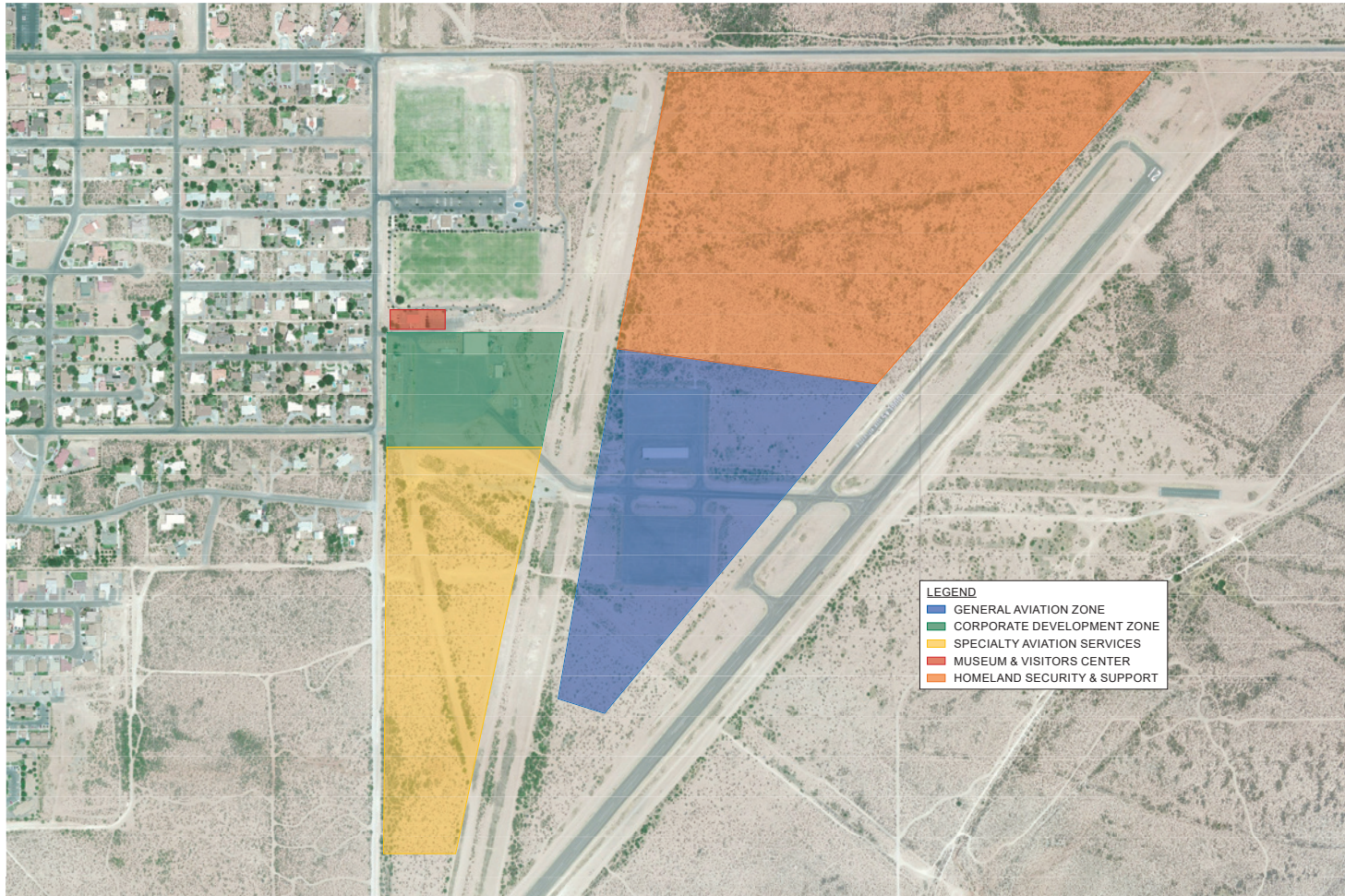
AIRPORT DEVELOPMENT AREAS

- **General Aviation Zone**
 - Hangars, tie-downs & services for resident aircraft
- **Corporate Aviation Zone**
 - Apron, hangars & services for transient/corporate aircraft
- **Specialty Development Zone**
 - FBO services, maintenance, fueling & related services
- **Museum and Visitor Center Zone**
 - Historical Aviation Museum, Douglas Area Visitor Center
- **Homeland Security & Support Services**
 - DHS, CBP, and related Aviation and Support Services

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Airport Strategic Business Plan



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Airside Alternatives – Helipad



- Meets FAA design standards
- Clear of fueling facilities and aircraft hangars
- Access to taxiway

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Airside Alternatives – Helipad



- Preferred option west of main apron, good access
- Utilities provided
- Contained within Airport fence

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Facility Recommendations

Item	Priority	Cost Estimate
Remove or mark/light obstacles	Highest	\$15K
Install weather reporting station (AWOS or ASOS)	Highest	\$50K-\$150K
Full reconstruction or mill and overlay of Runway 03-21	Highest	\$750K-\$2.5M
Reconstruct or mill and overlay turnaround taxiway on RWY end 03	Highest	\$50K-\$150K
Construct permanent helipad	Highest	\$50K-\$250K
Construct terminal facility	Highest	\$ Cost varies
Install crosswind runway (without EA)	Other	\$2.5-\$3.5M
Examine potential for instrument approach	Other	\$50K-\$200K
Construct full parallel taxiway	Other	\$450K-\$600K

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Based Aircraft Methodologies

Historical	Population Variable BAC	Population Variable BAC	PCPI Variable BAC	Total Retail Sales Variable BAC	AZ Market Share Variable BAC	Regional Market Share Variable BAC
2016	12	12	12	12	12	12
Projected						
2021	13	13	13	14	13	13
2026	14	14	14	15	14	13
2036	16	17	17	20	16	14
CAGR 2016- 2036	1.45%	1.79%	1.76%	2.51%	1.58%	0.77%

CAGR = Compounded Annual Growth Rate. CAGR is a measurement that calculates a constant rate of change.

Sources: Airport Management, Woods and Poole Economics, Inc., Kimley-Horn and Associates

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Operations Methodologies

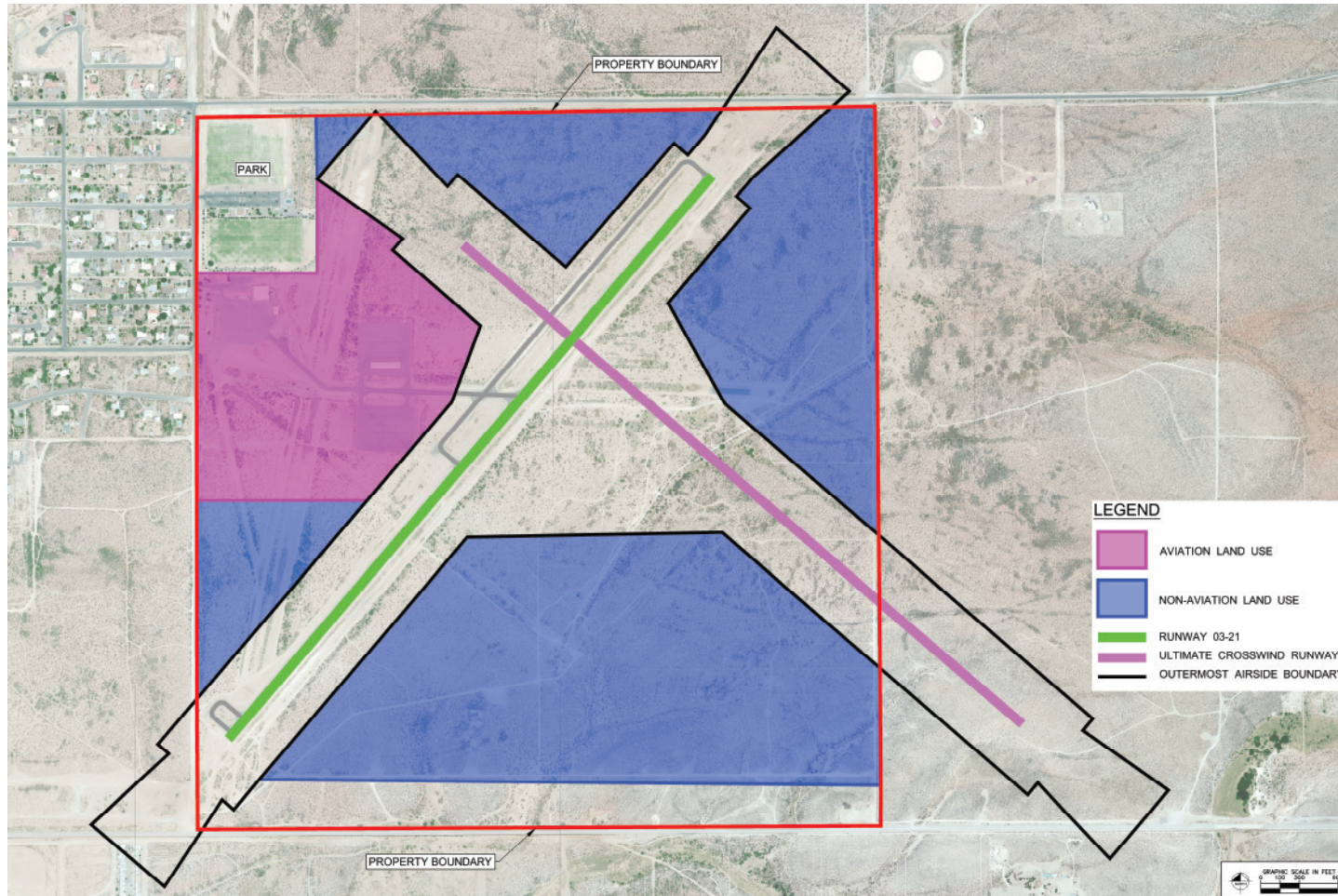
Historical	Population Variable Operations	Employment Variable Operations	PCPI Variable Operations	Total Retail Sales Variable Operations	AZ Market Share Variable Operations	Regional Market Share Variable Operations	OPBA Variable
2016	2,600	2,600	2,600	2,600	2,600	2,600	2,600
Projected							
2021	2,820	2,830	2,800	2,950	2,630	2,860	2,820
2026	3,030	3,090	3,040	3,340	2,670	3,030	2,820
2036	3,470	3,710	3,680	4,270	2,750	3,580	3,030
CAGR 2016- 2036	1.45%	1.79%	1.76%	2.51%	0.27%	1.61%	0.77%

Sources: Woods and Poole Economics, Inc., Airport Management and tenant estimates, Kimley-Horn and Associates

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Future Airport Land Use





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Sign-In Sheet: Public Workshop- 4/27/17- 5-7pm.

Name	Organization / Involvement	Phone	Email
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